VOLUME VII, NUMBER 1 JULY 1990

THE MUNI MEMO

OF THE PEOPLE, BY THE PEOPLE, FOR THE PEOPLE OF THE SAN FRANCISCO MUNICIPAL RAILWAY

What the Propositions Mean for Muni

The passage of three major transportation propositions in the recent election will mean big money for Muni. For the City as a whole, the three propositions should bring about one-third of a billion dollars to San Francisco. Proposition 116, which authorizes the sale of $1.9 billion in general obligation bonds, allocates $35 million specifically to San Francisco for rail projects. Although how that money will be used has not actually been determined yet, it is likely that Muni will use it for a variety of small projects such as upgrading the Green Light Rail Center.

Other future rail projects also in need of funding include the Muni Metro Extension to Mission Bay, the Muni Metro Turnback, The F Line Extension, the construction of Metro East, and the purchase of new light rail vehicles. Proposition 108, which authorizes the state to sell $1 billion in general obligation funds for rail projects, should provide $250 million to San Francisco, which will most likely go to these other projects. Funds from the

Continued on pg. 7

Passengers Would Welcome Double Deckers

A survey of Muni passengers who test-rode a double decker bus on the 38 and 42 lines shows that Muni riders gave the bus rave reviews. In fact, most of those surveyed preferred the double deck bus to Muni's standard vehicles.

Photo: Joshua Rotsten

The double decker bus is a big hit with Muni passengers.

Riders were asked to compare the double deck bus with a regular 40-foot bus in terms of a number of features: seat width, aisle width, headroom, ease of boarding, ease of movement in bus, smoothness of ride, roominess inside, noise level inside, noise level outside, view through windows, and overall comfort. Then they were asked which bus they preferred.

Passengers overwhelmingly preferred the double deck bus. In every area, bar none, they felt the double deck bus was better. Riders particularly liked the smoothness of the double-decker's ride with 5469 saying it was better, compared to 803 declaring it was the same as a standard diesel and a paltry 175 believing the regular bus was better. As far as overall comfort was concerned, 5525 preferred the double-deck bus, stating there was no difference between it and the regular bus, while 319 liked the standard bus better. Noise level inside was another big winner for the double deck bus. 5488 said the double deck was quieter, 744 said it was the same as a standard diesel, and 130 said the standard diesel was better.

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Management Message

Leadership Requires Skill in Every Situation

(reprinted from *Bus Ride Magazine)*

As the Pied Piper demonstrated, leading a homogeneous group is a cinch if you play the right tune. Unfortunately, it's not so easy in the bus industry. Unlike the Pied Piper, the bus professional must learn to interact with diverse...groups and individuals. Being an effective leader requires skill at assessing the characteristics of the group or individual and selecting a different tune for each situation.

Bus service is a people-oriented profession. Professionals, therefore, must be well versed in and aware of their own particular interaction and leadership style. Leadership has been defined as "an exercise in authority and decision making" (Dublin, 1967), "interpersonal influence exercised in a situation and directed through the communication process toward the attainment of a specialized goal" (Tannenbaum, Weschler and Massarik, 1959), and the "process of influencing the activities of an individual or group in efforts toward goal achievement in a given situation"(Hershey and Blanchard, 1982). However, the definition of leadership does not dictate hierarchical relationship of superior/subordinate or a particular organizational structure. Leadership occurs in any situation in which someone is trying to influence the behavior of another group or individual. Therefore, although superiors may influence the behavior of subordinates, the reverse is also (true)...

To understand leadership, you must recognize it as multidimensional. Leadership encompasses elements of the leader, the follower, the task and environmental constraints... When you as a bus professional exert influence on subordinates, superiors, ..., governing bodies and the public at large, you lead. It is vital, therefore, to be aware of your own leadership style...By recognizing specific variables at play in every situation, managers and staff can use more efficient, effective and dynamic leadership styles.

Johnny B. Stein
Acting General Manager

Editor's Box

Dear Reader,

As many of you may have noticed, the last issue of the Muni Memo was a combined May/June issue, which came out in late June making some of the stories and job announcements very dated. Our apologies. We had to combine the issues at the last minute due to editorial and production problems beyond our control. The July issue returns us to our regular monthly format.

Also, apologies to Morgan Loo, Outstanding Supervisor of the Spring Quarter. We said he was from Green Division in the last issue. He is, in fact, from Woods.

Sincerely,

Anne Milner
Editor

Job File

9212 Airfield Safety Officer, Entrance Level. Under direction performs airfield inspection and enforcement duties to ensure safe and efficient operating conditions, enforces Airport and FAA safety regulations governing the use of airfield areas. $33,904 -41,080. Apply to Civil Service 646 Van Ness Avenue, or Airports Commission Personnel Office, (415) 876-2187. File immediately. **5177 Safety Officer,** Airport, Responsible for planning, developing and directing a comprehensive occupational safety program. $54,990-66,846 annually. Apply immediately to Airports Commission Personnel ,(415) 876-2187. Receipt of applications may be closed at any time. For these and other City positions, call the Civil Service Hotline at 558-4496 or the PUC Hotline at 554-1669.

Employee Notice

Bus Photo Contest

Friendship Publications is sponsoring the 1990 Bus Photography Competition, open to amateur photographers throughout the world. Photographs should picture one or more buses. The background setting will be considered in judging. All photographs must be submitted personally and independently by the photographer and must have been taken after January 1, 1989. Entrants may be employees of bus companies, transit systems, suppliers, association or other organizations involved with the bus industry. Entry forms must be requested in writing by contacting Friendship Publications, Spokane, Washington 99210-1472. First prize will be a check for $150, second prize $100 and third prize $50. All entries must be received at Friendship Publications by July 13.

Congrats!

The Divisional Operators of the Month for May & June were:

May:
Cable Car: Charles Turner
Green: Hubert Anderson
Kirkland: Calvin Davis
Presidio: Gloria Najarro
Woods: Ruth Bates

June:
Cable Car: Roscoe Smith
Flynn: Carmel DeBono
Green: Larry Woods
Kirkland: Andrew Thornton
Potrero: Robert Scott
Presidio: Ding-Wah Tom
Woods: Antonio Vickroy

Awards

Photo: Carmen Magana

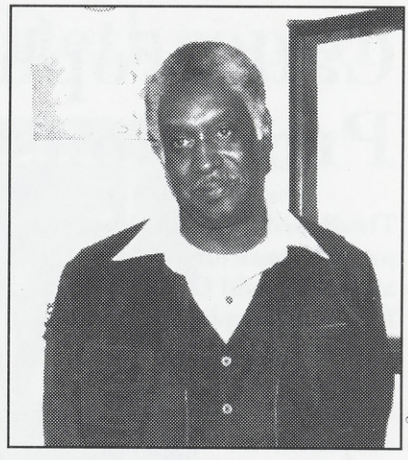


Photo: Carmen Magana

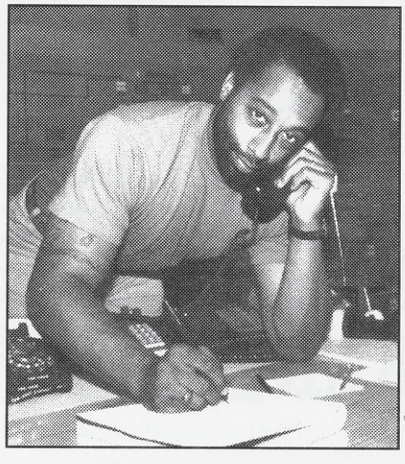


Photo: Carmen Magana

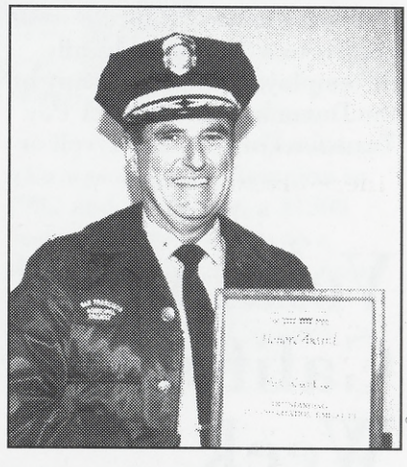


Photo: Carmen Magana

Photo: Carmen Magana

TOP LEFT: May Muni Operator of the Month Ben Castro, Sr. of Kirkland Division. TOP RIGHT: May Muni Operator of the Month Runner-up Robert Chism of Kirkland Division. CENTER LEFT: June Equipment Maintenance Worker of the Month Stephen Fonsworth of Power, Signals and Electronics. CENTER RIGHT: Art Curtis, Outstanding Transportation Employee of the Spring Quarter. BOTTOM : May Equipment Maintenance Worker of the Month Runner Up Rene Quiambao congratulates Hamilton Lee, the winner of the Equipment Maintenance Worker Award at Presidio Shop.

News

Catastrophic Illness Provisions

The Board of Supervisors has passed two ordinances that allow City and County of San Francisco employees to transfer their unused sick leave or vacation credits to other employees who are catastrophically sick.

If you would like to donate sick leave and/or vacation credits to a "catastrophically ill" employee, request a copy of the Donor's Vacation/Sick Pay Transfer Form from Payroll or PUC Personnel. Follow the instructions on the form for completion and submission.

If you have a serious illness and wish to receive sick leave and vacation credits as a catastrophically ill employee, either call or write for an application and instructions from the Department of Public Health, Personnel Office, 101 Grove Street, Room 212, SF, CA 94102 (415) 554- 2580.

Volunteers Needed for California Rideshare Week

California Rideshare Week is slated for October l to 5. This year, the Bay Area is doing something a little different. Rides for Bay Area Commuters, has teamed up with KPIX and KCBS to combine our local Beat the Back-Up Day, scheduled for Tuesday, September 18 with Rideshare Week.

Both Rideshare Week and Beat the Back-up attempt to get driving commuters to think differently and change their behavior. Last year, during Beat the Back-Up, hundreds of thousands of commuters pledged not to drive alone for one day. This year, Beat the Back-up and the California Rideshare Week Committee are seeking volunteers to hand out pledge cards on all Bay Area bridges. The tentative dates for the hand- outs are Tuesday, September 11, Wednesday, September 12 and Thursday, September 13.

If you would like to volunteer for this important effort to encourage drivers to carpool or take public transit and leave their autos at home, call Angela O'Brien at Rides for Bay Area Commuters (415) 861-7665.

Muni to Join Fourth Annual AIDS Walk

This year, Muni will join hundreds of other company teams and thousands of individuals to walk and raise money in Northern California's largest and most successful AIDS fundraising event, AIDS Walk San Francisco on Sunday, July 22nd.

AIDS Walk, a ten-kilometer walkathon, starts at the music concourse in Golden Gate Park at 10:00 a.m. Sign-in begins at 9:00 a.m. and the Opening Ceremony kicks off at 9:30.

If you would like to join the Muni team, contact Sheila Mullen in Community Affairs at 923-6270 to obtain registration cards for yourself, friends, family or neighbors. Once you send in your registration cards, the Walkathon Office will send you a sponsor form. You then get sponsors to pledge $1.00 or more a kilometer to raise as much money as you can.

Last year, 10,000 people walked in the AIDS Walk raising $1,438,8l8 for nine Bay Area AIDS organizations. The corporate teams made a vital contribution to the funds raised. Please join the Muni team on July 22nd as we walk and raise funds to fight AIDS and support people with AIDS.

1990 Muni Roadeo by the Bay

The 15th Annual Muni Bus Roadeo will be held Saturday, August 11 at Pier 30-32 next to Red's Java House — a change from the regular location at Candlestick Park.

The Roadeo offers Muni operators and maintenance personnel a chance to test their driving skills on a tough obstacle course. In the operator's competition, the winner will compete for prizes worth over $1000 at the American Public Transit Association (APTA) National Roadeo to be held at Houston, Texas. In addition, the top three operators will represent Muni at the Northern California Regional Bus Roadeo to be held at Golden Gate Transit in San Rafael on August 18.

If you're an operator interested in competing, get an application from your Division Instructor, Division Dispatcher, or the Safety and Training Department. Applications must be returned to the Division Instructor or Dispatcher no later than July 27, 1990. For more information, contact your Division Instructor or call Bill Gordon, Safety Manager at 923-6288.

Maintenance personnel who wish to compete in their own area at the Roadeo should call Bob Olson at 695-5022.

News

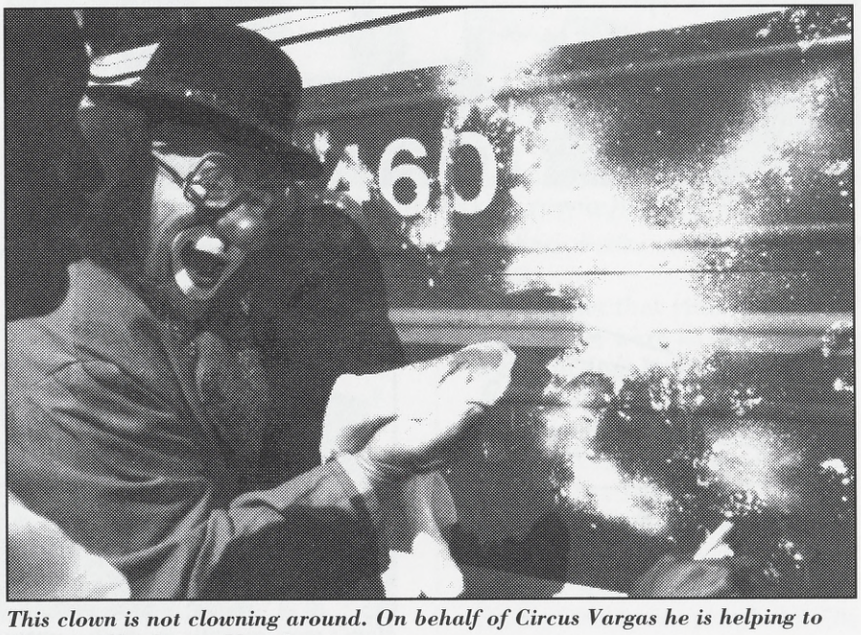
Carl Payne Dethroned

Cable Car Bell Ringing Finalists. Champion Quintana is third from the left.

Al Quintana, two-time Cable Car Bell-Ringing Champion rang his way to the top a third time on Thursday, June 21st at the 27th Annual Cable Car Bell Ringing Championships at Union Square, defeating the almost undefeated Carl Payne.

Kenneth Lunardi came in second and Warren Robinson took third place with Carl Payne, Pete Pavlukevich and Michael McClure the runners-up in this year's contest.

Quintana, who was also the champion in 1982 and 1986, won a $1500 cash prize, two tickets to a show at the Concord Pavilion, a Polaroid Spectra camera with film, a case of Sinatra sauces and a trophy.



This clown is not clowning around. On behalf of Circus Vargas he is helping to clean graffiti from a Muni bus.

News

Electrification of 71 Haight-Noriega Proposed

Muni planners have just concluded a series of public meetings on a proposal to convert the 71 Haight-Noriega to trolley coach operation. The 71 operates almost 19 hours a day on a lengthy route from the Ferry Terminal to Ocean Beach with hills on Haight near Market and west of Divisadero. Trolley coach operation would provide both cleaner and quieter transportation and would be able to go up the hills more quickly. Additionally, overhead wire already exists over the portion of the route that goes from the Ferry Terminal to Stanyan Street, almost half of the line.

Muni will be taking the proposal for 71 electrification to the Public Utilities Commission. If approved, the conversion would probably be completed in 1995.

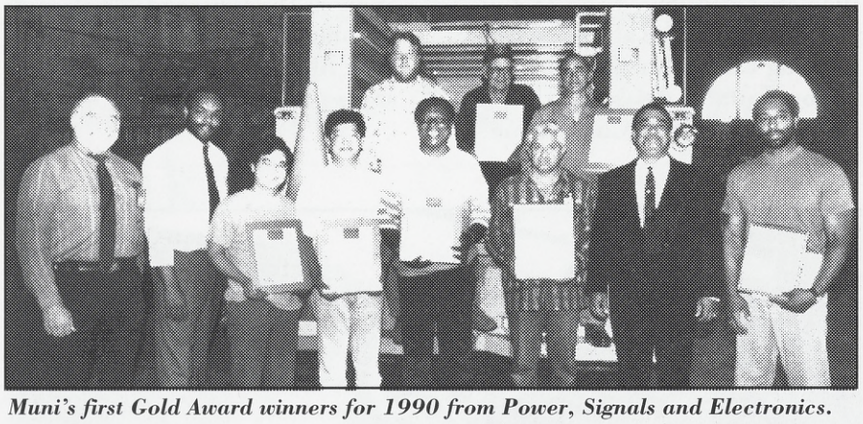
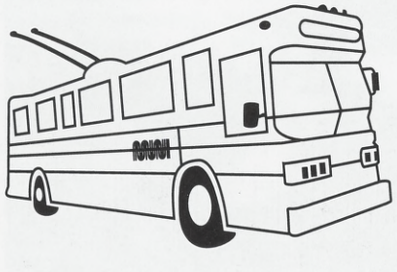


Photo: Carmen Magana

Muni's first Gold Award winners for 1990 from Power, Signals and Electronics.

Muni Bowlers Win Championship

On May 3, 1990 , a team made up of Muni employees bowling in the Municipal Employees League at Castle Lanes, took First Place and won the League Championship. The team members, known as the "Wallbangers" included: Cordell Johnson, Central Control, Rudy Salanga, Street Supervision; Bob Olson, Maintenance Training; John Yee, Presidio Operator; Rick Talioaga, Presidio Operator; and (substitute) Clifton Tom, Kirkland Dispatcher. The Wallbangers won 79 games, the most in the league, which helped them win the first half of the season and advanced them to the championship series at the end of 32 weeks of competition. They then went on to defeat their final opponent in two out of three games for the league championship. Congratulations!



Muni's most recently graduated operator class. Congratulations and welcome!

Transitions

RETIRED: The following operators retired in June. Thanks for a job well-done. We'll miss you. *Wing Tang*, Kirkland, *Charles Turner*, Cable Car, *John Marshall*, Flynn, *A. Kouyoumdjian*, Potrero, *Mack Hunter Jr*, Green, *Kenneth Davis*, Woods, *Clarence Childs*, Green, *Herman Butler*, Presidio.

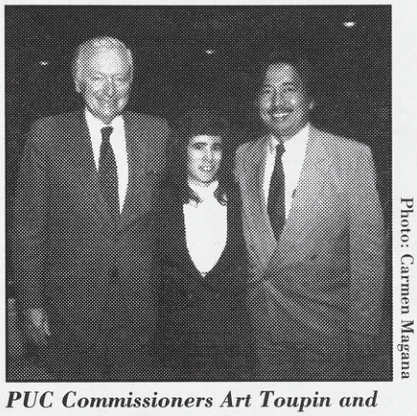


Photo: Carmen Magana

PUC Commissioners Art Toupin and Rupert Rodis bid Jo Iverk goodbye.

RESIGNED: *Jo Ann Ivester*, Deputy General Manager and Chief of Staff of Engineering and Administration resigned in May. In 1982, she came to work for the Public Utilities Commission as a Senior Administrative Analyst in the Finance Bureau. In 1984, she joined Muni's as Administrative Services Manager of the Maintenance Division, and in August 1987, she was appointed as Deputy General Manager of Administration. She played a key role in the reorganization of Muni's Engineering and Administration Divisions and in March 1988, was named Deputy General Manager and Chief of Staff of Engineering and Administration. A retirement luncheon attended by many people and top city officals was held for Jo at the SF Culinary Academy. Good luck, Jo. We'll miss you.

Propositions

continued from page 1

passage of 108 will be evenly divided between Northern and Southern California and transportation agencies will essentially be competing for the money. But according to Gail Bloom of PUC Finance, because Muni's programs and transportation system are so strong, other agencies will realistically be competing with us for this money. Bloom believes because of Muni's strong programs Muni will get a lion's share of the pot.

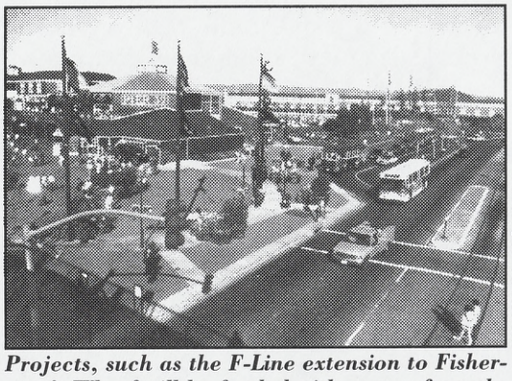


Photo: Joshua Rotsten

Projects, such as the F-Line extension to Fisherman's Wharf will be funded with money from the recently passed state transportation propositions.

Proposition 111 will bring $50,000,000 to San Francisco over the next ten years and should fund smaller back burner projects. The advantage the passage of these propositions gives to California transit agencies is that they are not dependent upon shrinking federal monies through the Urban Mass Transportation administration, which has funded most projects in the past. The allocation of this state money requires that local transit agencies match 50% of it. Proposition B, the local transportation sales tax initiative passed last November, gives Muni an additional edge, providing us with the money needed to match these funds.

The distribution of Prop 108 monies is contingent upon each county and agency developing a Congestion Management Plan. The City Planning Department is currently developing a plan for San Francisco. Beyond that the allocation of Prop 108 funds will be determined by the California Transportation Commission through regional funding requests made in the Bay area by the Metropolitan Transportation Commission.

But as one of the most heavily used urban transit systems in the state, Muni remains front runner for the allocation of state funds.

Two-Level Buses

continued from page 1

When asked whether Muni should operate double decker buses on the 38 and 42 lines, two of the most heavily traveled lines in San Francisco, 5073 said yes, 545 said no and 1333 had other suggestions.

The majority of those passengers surveyed rode the Muni five or more days a week primarily to go to work. Most were in the 18 to 45 age range. The double decker was loaned to Muni by Robert Werbe, president of Grosvenor Bus Lines. It was tested for a total of three weeks on the 38 and 42 lines.

The fact that riders, as well as drivers, were so impressed with the double decker bus will very likely lead to efforts to purchase similar vehicles in the future. With Muni's ridership going up as San Francisco's population increases, these vehicles would allow Muni to provide more seats to our riders with fewer people having to stand.

Riders Speak

Park it, Jack

Stephanie Salter
(Reprinted from the May 31, 1990 San Francisco *Examiner*)

For someone who spent close to 15 years fairly tethered to her automobile—emotionally as well as physically—it is an ironic development. I love my Fast Pass. No, the San Francisco Municipal Railway is not paying me to say this. That's Phyllis Diller's shtick. Besides, as regular readers of this (column) once may remember from bleats past, I can list a dozen shortcomings of Bay Area public transportation without having to be fully awake.

Nevertheless, in a few short months of regular Muni use, I have been converted to the public transit set, and my Fast Pass has become my official membership card. At first I assumed my enthusiasm for life-in-the-Fast Pass lane was due only to the novelty of it. A move from one city neighborhood to another and October's earthquake had combined to lure me out of my car for the first time since I moved to San Francisco in 1975.

Hey, neat. A new way to get around. Feels like living in New York again. Or like when I'm traveling in Europe on vacation. Fun, huh? A chance to look out the window, to make up stories about my fellow passengers. The opportunity to read some of the paper, to be alone with my thoughts for 20 or 30 minutes with no phones ringing, no corporate master to serve.

Of course, I figured the novelty would wear off—largely due to those irritating, inconvenient and sometimes frightening shortcomings I mentioned a little earlier —but it hasn't. Perhaps it's only a matter of trading one set of hassles for another; all I know is, I prefer public transportation hassles more and more these days to auto hassles.

Why? Because I am a happier camper on the bus, streetcar, cable car and BART. I don't yell at people the way I do in my car. I don't use disgusting swear words, bargain with God for non-existent parking places or conclude that the human race is made up mostly of louts, half-wits and psychotic killers.

On the mornings I know I have to drive, I feel deprived, put out and inconvenienced at having to aim my own machine into that bumper-cars ride that is Downtown San Francisco. What street are they tearing up this week? How many lanes of double parked 18-wheelers will be occupying Folsom and Third streets around Moscone Center? How many illegal left turns off of Mission can I count from Van Ness and Market to Fifth?

Will at least one Acura Legend cut me off? Which heavily traveled downtown street will surprise me with a frame- bending pothole cleverly concealed in the shadows?

On such days I think longingly of my Fast Pass, riding so slim and efficient in my purse. I could use it to go see the Pacific Ocean, to hang around North Beach and smell the coffee, to view the cityscape from the top of Dolores Park. I could flash it at a cable car gripman and climb Nob Hill or take the 22 Fillmore from end to end and remind myself that this bus is often the only thing that connects the Western Addition to Pacific Heights.

Back when my car and I were joined at the hip, I thought that the people who took buses and streetcars had to. I thought that riding public transportation meant giving up your freedom, not getting it. Now I know better.

A few months ago I cut a cartoon out of the paper and stuck it on my refrigerator. It depicts two elderly women sitting side by side as the scenery roles by outside the window. One of the women is saying to the other, "There comes a day when you suddenly realize you don't mind being herded on a bus."

That's how I feel about life in the Fast Pass lane. And, just think, when I finally do reach retirement age, it will only cost me $4.50 a month.

Credits

The Muni Memo is published by the Community Affairs Department of Muni. Contributions and comments may be addressed to the MUNI Memo, Room 222, 949 Presidio Avenue, San Francisco, CA 94115, telephone 923-6162.

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